# RECENTLY PATENTED INVENTIONS.

THIRD-RAIL SUPPORT.-L. STEINBERGER New York, N. Y. In regard to this improvement, it will be understood that in using thirdrails in connection with electric lines it is desirable to allow for various motions of the rail member, and especially for temporary disconnection as between the rail-insulator and the supporting member which normally engages the same. It is also essential to provide for allowing the rail to rock slightly in lateral direction and for the rail to rock slightly in a plane coincident with its general length. In other words, to provide for certain amount of flexibility in the rail-section, so that the section adjusts itself under varying conditions, thus insuring more perfect contact with trolley

### Hardware.

EXPANDING, BEADING, TUBE CUTTING TOOL.—H. G. LYKKEN, Grafton, N. D. The object of this invention is to provide novel details of construction for a tool which adapts it for convenient and reliable service, facilitates the exchange of parts to effect the expansion, beading or cutting off of a flue or tube while in place, and affords a simple practical implement at a moderate cost.

LEVEL AND PLUMB .-- A. J. PATTERSON, Huntsville, Ala. This improvement comprises a stock recessed for the bob, and in the recess cross-pins for stopping the bob in afterent positions and above the recess a curved gradu- and terms write to C. W. Parker, Abilene, Kan. ated face, the stock being also provided with a transverse opening for use in indicating a vertical line, the bob having laterally-projecting pivot-pins and indicating pointer and arm, and the weight below the same, the weight provided on its under side with shoulders to engage with stop-pins in recess, and screws turned through opposite sides of the stock into the recesses therein, and provided in their inner ends with sockets extending lengthwise and of uniform diameter, and adapted to receive pivotpin on the bob or pendulum.

### Machines and Mechanical Devices

MUSIC-LEAF TURNER.—L. S. MILLER, New York, N. Y. This invention relates to improvements in devices for turning sheets or ing. screw machine work, hardware specialties, machin-leaves of music, the object being to provide a ery and tools. Quadriga Manufacturing Company, 18 device that may be easily adapted to a plano South Canal Street, Chicago. device that may be easily adapted to a piano or similar instrument or to a music-rack and by means of which the leaves of music may be consecutively turned without interfering with a person's playing.

PROSPECTOR ORE-BREAKER.—A. CALKINS, Los Angeles, Cal. This breaker operates with a compound motion in causing the jaws when the handle lever is oscillated to alternately approach and recede from each other and also an up-and-down rubbing motion of one jaw upon the other that produces with a light construction a very powerful crushing effect. By connecting a bail to the rightangular extension of the lever increased motion is obtained for the front jaw, and at the same time the powerful effect of a toggle is made available whenever the bail and centers fall into line. Means prevent the lever falling too far outwardly when released.

MIXING · MACHINE.—E. L. RANSOME, New Inquiry No. 5649.—For the present address of York, N. Y. The chief object in view in this Cook's Patent Bow Facing Oar Co. MIXING · MACHINE.—E. L. RANSOME, New case is to produce a construction which may ously-acting mixer or as a batch-mixer without alteration of either of its parts. A further object is to comin the matter of the size you describe, Inquiry No. 5652.—For a small thicknessing ma.

power. A cylinder of the size you describe, Inquiry No. 5651.—For the address of Allen's of 4 cubic feet capacity, will hold at 1,000 pounds pressure 257 cubic feet of free gas the robbet is to comin the matter. ther object is to equip the machine with means which operate to intermingle the materials thoroughly and rapidly; furthermore, to provide for the rapid discharge of materials when desired, and, furthermore, to provide reversible driving means for rotating the revoluble drum in one direction or the other.

BELT GUIDE AND SHIFTER.-W. P. RUTH and W. H. JONES, Downs, Kan. The invention refers to a belt holder and shifter designed especially for use in traction and other agricultural engines, but capable of use in other connections. By means of their invention the belt may be held true on the pulley during the operation of the engine, and the shifter may be operated to throw the belt off of the pulley instantly and at any time during the operation of the apparatus.

PIPE BAND AND FASTENING.-A. W. HIGHT, Ballard, Wash. The invention is deespecially for holding together the staves of stave-piping-that is to say, of piping formed of wooden staves laid longitudinally and bound together. The invention is, however, useful in various other connections. For example, it may be used to advantage on water tanks and the like. The invention resides in certain peculiar constructions of the fastening and in the form and arrangement of the band which coacts with the shoe.

VIOLIN.-J. A. HECKENBACH, Chicago, Ill. The object of the improvement is the provision of a new violin, violoncello, or similar stringed musical instrument which is simple and durable in construction and arranged to insure the production of a full, sweet, and mellow tone when the instrument is played.

Nore.—Copies of any of these patents will be furnished by Munn & Co. for ten cents each. Please state the name of the patentee, title of the invention, and date of the paper.

## Business and Personal Wants.

READ THIS COLUMN CAREFULLY,—You will find inquiries for certain classes of articles numbered in consecutive order. If you manufacture these goods write us at once and we will send you the name and address of the party desir-ing the information. In every case it is neces-sary to give the number of the inquiry. MUNN & CO.

Marine Iron Works. Chicago. Catalogue free. Inquiry No. 5628.—For makers of furnaces for smelting lead, tin and Babbitt dross. AUTOS. - Duryea Power Co., Reading, Pa.

Inquiry No. 5629.-For a small canning outfit. "U. S." Metal Polish. Indianapolis. Samples free.

Inquiry No. 5630.—For machinery to manufacture handkerchiefs by weaving. Handle & Spoke Mchy. Ober Mfg. Co., 10 Bell St.

Chagrin Falls, O.

Inquiry No. 5631.—For machinery to cut, hemetc., cotton or linen cloth into handkerchiefs. If it is a paper tube we can supply it. Textile Tube

Company, Fall River, Mass.

Inquiry No. 5632.—For apparatus to weave, cut and hem handkerchiefs when made from piece.

Sawmill machinery and outfits manufactured by the Lane Mfg. Co., Box 13, Montpelier, Vt.

Inquiry No. 5633.—For the manufacturers of the International typewriter. WANTED.-Exclusive sale improved automobile specialties. Specialties. Box 773. New York.

Inquiry No. 5634.—For makers of the vacuum disc or suction shoe for walking upside down on the ceiling.

The largest manufacturer in the world of merry-go rounds, shooting galleries and hand organs. For prices

Inquiry No. 5635.—For a toy balloon for experimenting.

The celebrated "Hornsby-Akroyd" Patent Safety Oil Engine is built by the De La Vergne Machine Company. Foot of East 138th Street, New York.

Inquiry No. 5636.—For makers of board suitable for playing cards.

Any metal, sheet, band, rod, bar, wire; cut, bent, crimped, punched, stamped, shaped, embossed, lettered. Dies made. Metal Stamping Co., Niagara Falls, N. Y. Inquiry No. 5637.—For machinery for making paper and straw board from straw.

Wanted position as superintendent or foreman machine shop or manufacturing. Wide experience and thoroughly practical. Address Foreman, Box 773, N. Y.

Inquiry No. 5638.—For makers of machinery for making towels. Manufacturers of patent articles, dies, metal stamp.

Inquiry No. 5639.—For machines for cutting tobacco leaves, green or dry.

INVESTORS.—Have six United States, five Canada and ten European patents for immediate sale. Abstracts titles complete. Act at once. Golden opportunity. Particulars free. H. W. Gander, Rudy, Pa.

Inquiry No. 5640.—For makers of a machine for breaking cocoanuts and removing the kernel.

Inquiry No. 5641.—For manufacturers of ice-making machinery for family use.

Inquiry No. 5642.—For makers of small drop forgings.

Inquiry No. 5643.—For makers of flower and plant pots from earth and fertilizer. Inquiry No. 5644.—For castings for a steam engine bore about 2 inches, stroke about 3 inches.

Inquiry No. 5646.—For hand machines for making brooms, also for hand machines for manufacturing small paper boxes used by druggists.

Inquiry No. 5647.—For manufacturers of hair and cotton pickers or shredders.

Inquiry No. 5648.—For parties manufacturing Ferris wheels.

Inquiry No. 5650.—For the address of Baker's Patent Bow Facing Oar Co.

Inquiry No. 5652.—For a small thicknessing machine that will plane and thickness short lengths of teak.

Inquiry No. 5653.—Wanted, to buy in quantities, a small, cylinder-shaped instrument 2 or 3 inches long, fitted with certain lenses, which apparently enables one to see the bones in the hand (an imitation X-ray

Inquiry No. 5654.—For makers of shoe-polishing evices, such as motor brushes, etc.

Inquiry No. 5655.—For manufacturers of and dealers in gilsonite and elaterite.

Inquiry No. 5656.—For manufacturers of nailing machines for box and case making also printing machines for printing ends and sides of boxes and cases.

Inquiry No. 5658.-For metallotype paper for ex-

Inquiry No. 5659.—For manufacturers of house-hold specialties. Inquiry No. 5660.—For manufacturers of square brass tubing.

Inquiry No. 5661.—For makers of musical instru-ment novelties, for use of drummers, show men, etc. Inquiry No. 5662.—For a 5 h. p. gasoline engine, air-cooled, for automobiles, also for makers of vehicle springs, such as used on runabouts.

Inquiry No. 5663.—For a complete apparatus for turning waste soap into blocks or bars, without melting by fire.

Inquiry No. 5664.-For manufacturers of column

Inquiry No. 5665.—For dealers in light and heavy one and whips, also rawhide. Inquiry No. 5666.—For makers of metal collaps-

Inquiry No. 5667.—For a machine known as a granulated fuel cutter, for cutting up trash and waste wood, for bundling.

Inquiry No. 5668.—For the manufacturers of the new upholstered furniture and button brush, made of bristles, 3 rows, with a bristle pointed end.

Inquiry No. 5669.—For dealers in unvulcanized, rasticated sheet rubber, for making toy balloons, etc. Inquiry No. 5670.—For the manufacturers of Clark's expansion bit.

Inquiry No. 5671.—For the makers of the nneumatic saw with which two men can cut through a 5-foot

Inquiry No. 5675.—For parties handling a complete line of ministure yacht fittings.

Inquiry No. 5676. -For a motor to saw wood,



HINTS TO CORRESPONDENTS.

Names and Address must accompany all letters or no attention will be paid thereto. This is for our information and not for publication.

References to former articles or answers should give date of paper and page or number of question. Inquiries not answered in reasonable time should be repeated; correspondents will bear in mind that some answers require not a little research, and, though we endeavor to reply to all either by letter or in this department, each must take his turn.

his turn.

Buyers wishing to purchase any article not advertised in our columns will be furnished with addresses of houses manufacturing or carrying

Minerals sent for examination should be distinctly marked or labeled.

(9411) J. G. W. wishes to know: 1. Whether a perfectly round iron ball two inches in diameter will attain greater momentum, or velocity, in rolling down an incline fifty feet long, with a fall of four feet, than it would, at the moment of stopping, if dropped four feet? A. The momentum of an iron ball rolling down an incline is the same theoretically as when falling the same height, save the rolling friction, which somewhat lessens the actual momentum. 2. If there is no difference, why would not a hydraulic ram operate as well if the water was supplied through a perpendicular pipe, instead of down an incline, as is always recommended? A. The conditions as to the pipe of a hydrant, i. e., ram, are quite different. For a given height, the weight of water moving in a long inclined pipe is much greater than in a vertical pipe of the same height; and the momentum of the moving mass is due to its weight and velocity. Momentum is the force that drives the ram.

'(9412) W. H. S. says: Would you kindly give me a little information through your paper or otherwise, as to the practicability of using gas taken from a gas well, storing it in a strong receiver compressed to a safe pressure, for transportation purposes, and used in a gas engine. Possibly this matter has been tried and it may not be practical, but I have not heard of it. What amount of gas could be stored in a receptacle, say 12 x 60 inches, and what pressure would it be advisable to use for transportation? I presume that a great deal would depend on the cost of transportation. I understand that compressed air is being used for power and air is being stored in strong cylinders; gas would have much more power to the cubic foot and cost very little at the well and a cylinder should not cost much for transportation. A. The laculry No. 5645.—For makers of bone and pearl acks for collar buttons. al gas for power purposes as in explosive motors, is the cost of compressing to the pressure required to make it available and convenient for transportation. It has been shown that to compress 100 cubic feet of gas to 1,000 pounds pressure per square inch by the fourstage or cheapest method requires 31 horsepower, and to 2,000 pounds pressure 38 horse-power. A cylinder of the size you describe, With a liberal allowance of 15 cubic feet of free gas per horse-power in an explosive motor, it will be seen that but 17 horse-power is available from an expenditure of 79 horsepower for compressing the gas.

(9413) A. D. says: It is a well-known

fact that during spawning season fish will traverse vast distances and overcome natural and artificial barriers in their endeavor to Inquiry No. 5657.-For makers of self-nailing reach shallow water and quiet streams where heese box machines. to deposit their eggs. One claimed that salmon could (with great effort, it is true) mount to the top of falling water, provided the volume of water was large enough to admit of free, unrestrained action. He had seen photographs of such feats and it was his opinion that with gigantic effort some could even succeed in swimming up Niagara Falls. This was looked upon as a good "fish story.' Could vou inform us whether any fish (say salmon) could perform such a marvelous feat? It would seem possible that as fish can swim against very strong currents they could also mount in such a large volume of water as comes over the American Falls This, although almost vertical, does not seem to rush with such great velocity until the great mass of water has fallen some distance. After the first mighty effort it would require to get a start, why could they not reach the top of the Falls? You need not publish all I have written, but will satisfy us if you answer the query substantially but directly. A. The theoretical velocity of the water at the foot of Niagara Falls is not far from 100 feet Inquiry No. 5672.-For makers of portable a second. Its real velocity is probably quite a little less than this owing to the resistance Inquiry No. 5673.—For makers of ventilating ma of the air. It doesn't seem to us at all probe clinery, electric and otherwise. Inquiry No. 5674.—For makers of glass noveltes and bottles; also of collapsoble tubes and small steel rush into such a mass of water with a velocoil springs 1-8 or 3 16 in. diameter. ity sufficiently great to enable it to rise any distance above the water in the river below. Of course, also the mass of falling water corn husking machine. J. E. Goodhue..... 762,523

plunges far below the water in the basin at the foot of the falls before it entirely loses its downward motion. The length usually assigned to the water in the basin is about 180 feet. The difficulties of the case are such that we should think it extremely unlikely that any fish could ever rise to the top of Niagara

## INDEX OF INVENTIONS

For which Letters Patent of the United States were Issued for the Week Ending June 14, 1904

e	Addressing machine, E. D. Belknap	762,609
ſ	Addressing machine, E. D. Belknap	762,420
	Fox Agricultural implement, H. P. Adams	762,815 762,372
	Air ship, S. T. Best	762,273 762,821
-	Alarm signal, E. L. & G. Hail.  Amusement device, Webster & Hyde.  Anchor, ground, G. Hall.  Anchor, ground, R. H. Polk.  Anchor, guy, R. H. Polk.  Animal exterminator, J. O. Johnson  Annealing and tempering forms of metal. F.	762,566 762,710
	Anchor, ground, R. H. Polk	762.842 762,348
)	Animal exterminator, J. O. Johnson	762,348
		762,654
1	P. Reichhelm Arch plate and shield, combined, F. Johnson Attaching and detaching device, N. B.	762, 417
f	Clarkson	762,278 762,750
ı	Auger for erecting telegraph or telephone	702,100
9	Clarkson Auger, R. B. Palmer Auger for erecting telegraph or telephone poles, earth, W. Parker Bag filling machine, S. B. Bowden Baking pan, B. Ycre	762,49 <b>0</b> 762,275
٠.	Baking pan, B. Ycre	762,460 762,459 762,395
۱,	Baling press, W. Eisennauer.  Baling press, W. R. Colman.	762,395 $762,689$
1	Baling press division block setter, L. Trabue Baling press feeding mechanism, C. L. Ehart	762,689 762,773 762,292
. !	Baking pan, B. Ycre. Baking rack, B. Ycre. Baling press, W. Eisenhauer. Baling press division block setter, L. Trabue Baling press feeding mechanism, C. L. Ehart Barber shops, etc., indicator for, Jones & Slusser.	762,534
١	Basin, catch, W. J. Connell	769 600
.	Bed bottom, elastic, T. Klipfel	762,536
	Belting and making same, textile fabric	762,699
Ì	Belting, apparatus for treating textile fab-	762,357
١	rics in the manufacture of, W. R. Smith Bicycle attachment, J. B. Rhodes	762,356 762,558
١,	Binder, loose leaf, S. H. Mitchell Binder, loose sheet, A. Lawson	762,427 762,419
1	Block signal system, electric, L. C. Werner	762,509
١	Bobbin, J. E. Lemyre	762,498 762,422
1	Battery. See Electrical battery.  Bed bottom, elastic, T. Klipfel.  Bed, folding, G. C. Fuller.  Belting and making same, textile fabric for, W. R. Smith.  Belting, apparatus for treating textile fabrics in the manufacture of, W. R. Smith Bicycle attachment, J. B. Rhodes.  Binder, loose leaf, S. H. Mitchell.  Binder, loose sheet, A. Lawson.  Block signal system, electric, L. C. Werner Boat ventilator, submarine, L. Y. Spear.  Bobbin, J. E. Lemyre.  Boller cleaning apparatus, F. L. Egan.  Boiler furnace for burning wet material, steam, H. E. Parson.  Boiler tube ferrule, A. Cruise.	762,625
-	Boiler tube ferrule, A. Cruise	762,344 762,807
	Book holder, check, J. G. Dickson	762,393
1	Bookease knockslown sectional A N	762,855
	Bookcase, sectional, C. J. Lundstrom	762,529
1	Bottle, G. W. Holt, Jr	762,529 762,328 762,412 762,793
	Bottle, non-refillable, L. M. McDermott et al	102,410
1	Bottle, non-remiable, J. A. Linn	762,487 762,828
۱	Duttle stopper and sprinkler combined. () R	762,745
1	Garwood	762,818 762,522
١	Boxes, etc., device for opening the covers of, G. E. Schmidt	762,560
ı	Brace and suspensory, combined, A. C. Ran- kin	
۱	Brake, F. L. Gerstner Brake apparatus, fluid pressure, M. Corring-	762,555 762,302
ļ		762,282
l	Brake rigging for trucks, etc., W. G. Price	762,288 762,844
ı	Brake shoe, J. N. Maxwell	762,484
ı	Brick cutter, B. E. Bechtel. Bridge, Strauss & Collins	762,608 762,361 762,632
ı	Bridge, truss, J. W. Headley	762,632 762,401
ı		-
ı	Buckle, D. L. Smith	762,326 762,662
1	Bulletin board, A. A. Wallman.	762,732 762,666
۱	E. Parson Cabinet, drawing, E. Holman Calculating machine, D. E. Felt Calculating machine registering mechanism, D. E. Felt Calipers, J. W. West Can, See Oil can.	762,345 762,530
l	Calculating machine, D. E. Felt	762,530 762,520
l	Calculating machine registering mechanism, D. E. Felt	762,521 762,786
ŀ	Calipers, J. W. West	700 700
ļ	Can spout, J. L. Fusner	102,100
	Can testing machine Adriance & Callegon	762,817
l	Can testing machine Adriance & Collegen	762,817 762,604 762,779
l	Car coupling, A. R. Heath	762,817 762,604 762,779 762,308
l	Car coupling, A. R. Heath	762,817 762,604 762,779 762,308 762,670 762,314
l	Car coupling, A. R. Heath	762,817 762,604 762,779 762,308 762,670 762,314 762,858 762,423
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann. Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,779 762,308 762,670 762,814 762,858 762,423 762,676
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann. Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,779 762,308 762,670 762,814 762,858 762,423 762,676
	Car coupling, A. R. Heath.  Car indicator, automatic street, F. H. Wehrmann  Car, railway scoop, L. E. Johnson  Car sill, A. B. Bellows  Car stake, J. Lewis  Car structure, A. B. Bellows  Car traction device, Webb & Well  Car ventilation, A. Harrison  Car wheel, S. R. Costley  Car whoel, S. R. Costley  Car wholow, railway bassenger, T. H. & A.	762,817 762,604 762,779 762,308 762,670 762,314 762,858 762,423 762,676 762,668 762,524 762,284
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson Car sill, A. B. Bellows	762,817 762,604 762,779 762,308 762,670 762,314 762,858 762,423 762,668 762,668 762,524 762,524 762,524
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann. Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,779 762,308 762,6314 762,858 762,423 762,668 762,684 762,284 762,692 762,271
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann. Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,779 762,308 762,6314 762,858 762,423 762,668 762,684 762,284 762,692 762,271
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann. Car, railway scoop, L. E. Johnson. Car, sill, A. B. Bellows	762,817 762,604 762,779 762,308 762,670 762,314 762,423 762,676 762,676 762,524 762,284 762,628 762,271 762,773
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson Car sill, A. B. Bellows	762,817 762,604 762,708 762,379 762,314 762,453 762,453 762,676 762,524 762,284 762,284 762,692 762,717 762,737
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,709 762,308 762,670 762,314 762,688 762,423 762,668 762,284 762,284 762,271 762,777 762,773 762,774 762,747
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,709 762,308 762,670 762,314 762,423 762,423 762,668 762,524 762,284 762,271 762,271 762,734 762,734 762,785
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,7308 762,670 762,314 762,626 762,668 762,668 762,284 762,271 762,734 762,734 762,747 762,747 762,747 762,747 762,747 762,747
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,709 762,308 762,670 762,314 762,423 762,688 762,423 762,284 762,284 762,777 762,477 762,477 762,477 762,477 762,477 762,471 762,624 762,624 762,624 762,335 762,335
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,7308 762,670 762,314 762,626 762,668 762,668 762,284 762,271 762,734 762,734 762,747 762,747 762,747 762,747 762,747 762,747
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,7308 762,670 762,314 762,626 762,668 762,668 762,284 762,271 762,707 762,477 762,477 762,477 762,477 762,477 762,477 762,477 762,477 762,627 762,747 762,747 762,637 762,743 762,637 762,638 762,638 762,380
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,7308 762,670 762,314 762,685 762,668 762,668 762,668 762,284 762,71 762,734 762,734 762,747 762,747 762,747 762,747 762,747 762,748 762,687 762,687 762,688 762,680 762,680 762,680 762,680 762,680
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,308 762,670 762,314 762,858 762,423 762,668 762,668 762,284 762,271 762,707 762,477 762,734 762,747 762,747 762,747 762,748 762,657 762,748 762,651 762,650 762,365 762,512 762,360 762,360 762,360 762,650 762,360
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,707 762,308 762,670 762,314 762,683 762,668 762,668 762,284 762,271 762,734 762,734 762,734 762,747 762,747 762,747 762,748 762,657 762,657 762,658 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,709 762,308 762,670 762,314 762,858 762,423 762,668 762,284 762,284 762,271 762,777 762,471 762,777 762,471 762,737 762,471 762,624 762,236 762,236 762,362 762,365 762,660 762,360
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,707 762,308 762,670 762,314 762,683 762,668 762,668 762,284 762,271 762,734 762,734 762,734 762,747 762,747 762,747 762,748 762,657 762,657 762,658 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650 762,366 762,650
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,707 762,308 762,314 762,815 762,668 762,668 762,668 762,284 762,271 762,707 762,477 762,734 762,747 762,747 762,747 762,748 762,657 762,657 762,658 762,650 762,306 762,650 762,306 762,650 762,306 762,650 762,306 762,650 762,306 762,650 762,306 762,650 762,306 762,650 762,306 762,650 762,650 762,650
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,308 762,670 762,314 762,858 762,423 762,668 762,668 762,284 762,271 762,707 762,477 762,734 762,747 762,747 762,747 762,748 762,657 762,657 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,658 762,688 762,688 762,688 762,688 762,688 762,688 762,688
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,314 762,314 762,814 762,814 762,816 762,687 762,687 762,697 762,71
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,314 762,314 762,814 762,814 762,816 762,687 762,687 762,697 762,717
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,308 762,670 762,314 762,858 762,423 762,668 762,284 762,284 762,692 762,717 762,717 762,717 762,717 762,717 762,67 762,717 762,67 762,717 762,67
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,308 762,670 762,314 762,858 762,423 762,668 762,284 762,284 762,692 762,717 762,717 762,717 762,717 762,717 762,67 762,717 762,67 762,717 762,67
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,308 762,617 762,314 762,858 762,423 762,688 762,688 762,682 762,271 762,777 762,777 762,773 762,774 762,777 762,477 762,477 762,477 762,477 762,477 762,624 762,471 762,624 762,351 762,738 762,368 762,368 762,368 762,624 762,627 762,62
	Car coupling, A. R. Heath. Car indicator, automatic street, F. H. Wehrmann Car, railway scoop, L. E. Johnson. Car sill, A. B. Bellows	762,817 762,604 762,707 762,308 762,670 762,314 762,858 762,423 762,668 762,284 762,284 762,692 762,717 762,717 762,717 762,717 762,717 762,67 762,717 762,67 762,717 762,67